## THE WOMEN.

Severe Strictures Upon High-heeted Boats, Hair Dyes, and Naked Necks. Another hurtful and ridiculous fashion is in the high-heeled boots, which have again worked round from our great-grandmothers, A slight heel is an advantage in walking, but these high heels, with the excessively and surface and the sharply bevelled sides, make walking a service of pain and difficulty. Be-sides, they destroy the shape of the leg, which is something to be considered. They throw the weight forward, and they strain on the shin: and, consequently, they diminish the back muscle, the calf of the forepart into an ugly bow. The shape of our shoes and boots is in itself an outrage against common sense: but we women are not alone in this absurdity, nor are we to blame; so that, as the papers deal withour own follies specially, we may be let off any personal and peculiar reproof therefor.

But what can we say of the fashion which dyes the hair, paints the cheeks, blackens the eyelids with antimony to make the orbit look larger and the lashes longer, or that expands the pupils with belladonna, no matter at what cost of complexion or future eyesight? What, too, can we say of the fashion which uncovers the arms and neck in the evening, after having clothed them through the day in flannel or velvet, or in warm wadded stuffs? Women threatened with bronchitis or rheumatism sit all day long in a warm room muffled up to the throat in thick material; at night they uncover below their shoulders and go out in the cold winter air with just an opera-cloak thrown over their shivering skins. But this is fashion, and none of us dare disobey it; none of us dare go out in the evening with dresses made after the pattern of our morning ones, or wear in the morning low bodices and short sleeves to at least equalize the risk and inure us to the evening attire without damage.

There is no intrinsic reason why we should not all be sitting in low bodices and short sleeves at this very moment, though we will make it 10 o'clock; but if we were, we should be thought mad or bad, or both, and not even our staunchest friends would stand by us. But wholly one thing or the other would be a wiser system than the present, and would be productive of fewer catarrhs, bronchial affections, and consumptions. Ah! it is a sad thought which springs up from that last word! If we could only see, as those removed from our sphere would see, the criminal folly of sacrificing beautiful and valuable lives to the fashion which imposed naked necks as a rule for evening costumes! Many a sweet young creature who would have lived into happy old age as a beloved wife and honored mother has gone to an early grave because of that ball or that party at which she eaught cold from exposure. But fashion so willed it; and neither mother nor daughter had strength to resist her impalprble but absolute decrees

We all obey her, young and old alike; those who should keep their beauties sacred, and those who have none to show, the delicate who have to be kept alive by art and show, the lean who are too ugly for any one to find pleasure in the contemplation of their shoulders, the wrinkled and the gross; we all parade ourselves in evening society without more dis-guise than a bit of gauze or lace can give, and only very few of us use that, which, even when well on into the fifties, we consider quite superfluous for anything to be gained by concealment. As to the extent to which we cut down our bodices, that is a matter too patent and too painful to be discussed. It is a race among us who shall wear the dress lowest and show the largest expanse of shoulder, And yet we mean no harm; we mean only to be fashionable. That is the worst of it.

The nicest women among us-pure, highminded women, who would die rather than be guilty of impropriety, if it appeared like an impropriety to them, and whose very innocence makes them unsuspicious of evil, yet accustomed, as every one must be more or less, to an objectionable fashion, follow it in pure simplicity of nature, as a thing without meaning or effect. Also, the nicest women among us are just those who always followwho have not sufficient boldness of mind or manner to make a public protest against anything endorsed by the majority-women who are not touched by the evil of a baleful custom, and by whose own purity is eliminated the poison of a mischievous fashion. They follow, and their moral support bolsters up the bad habit, and gives countenance to the bad followers thereof. But what can we say when originality is still censured as unwomanly, and a public protest, be it even against evil, is set down as "strong-minded and unfeminine?"—Broadway Magazine.

## THE SUN AND THE EARTH.

Curious Influence-A Magnetic Storm.

On September 1, 1859, shortly before noon. two astronomers-Messrs, Hodgson and Carrington-one at Oxford, the other in London. were at the same instant scrutinizing a large group of sun spots. On a sudden two intensely bright patches of light appeared in front of the cluster. So brilliant were they that the observers thought the darkening screens attached to their telescopes must have become fractured. But this was found not to be the case. The bright spots indicated some process going on upon the sun's surface-a process of such activity that within five minutes the spots travelled over a space of nearly thirty-four thousand miles. Now, at the Kew/ Observatory there are selfregistering magnetic instruments which indicate the processes of change by which the subtle influences of terrestial magnetism wax and wane. At one time the line traced by the pointer will be marked by scarcely perceptible undulations, it dicating the almost quiescent state of the gr at terrestrial magnet. At another, well-rur rked waves along the line exhibit the pulsations of the magnetic system, influenced in a manner as yet intelligible to the physicis . And then there is the third form of disturbance, the sharp, sudden jerks of the poir er exhibiting the occurrence of those mystericus phenomena termed "mag-netic storas." When the records of the Kew Observatory came to be looked over, it was found that at the very instant in which the trilliant spots of light had appeared to Messrs. Hodgson and Carrington, the selfregistering instruments had been subjected to the third and most significant form of disturbanci-a magnetic storm began, in fact, as the light broke out on the sun's surface. But this was not the only evidence of the sympathy with which the earth responded to he solar action. It was subsequently found that soon after the spots of light had appeared. the whole frame of the earth had thrilled under a mysterious magnetic influence. At the West Indies, in South America, in Australia, wherever magnetic observations are systematically made, the observers had the same story to tell. In the telegraph stations at Washington and Philadelphia the signalman received strong electric shocks. In Norway telegraphic machinery was set on fire. The pen of Bain's telegraph was followed by wherever And

graphic wires were in action, well-marked indications of disturbance presented themselves. Even this, however, was not all. The great magnetic storm was not a mere instantaneous electric throe. Hours passed beore the disturbed earth resumed its ordinary state. And thus it happened that in nearly all parts of the earth night fell while the storm was yet in progress. During the night magnificent auroras spread their waving streamers over the sky, both in the northern and the southern hemisphere. As the disturbed needle vibrated the colored streamers aved responsive, and it was only when the magnetic storm was subsiding that the auroral ights faded from the heavens. Now it is eviient that these phenomena show the most intimate relation between these peculiar disturbances in the sun and the magnetic currents of our own earth. Directly one of these changes takes place upwards of ninety millions of miles away, the electrie condition of our planet is changed in some mysterious way, of which our instruments, and even the condition of our sky, bear record. The pens of all our telegraphic wires may some day trace in flame handwriting more ominous of human destiny than was the handwriting which during Belshazzar's feast traced a warning on the wall of the fall of the Babylonian dynasty. Moreover, note this, that these changes in the condition of the sun take place at intervals of about eleven years. The variable star which swings round it, as well as supplying us with light and heat and (apparently) magnetism, clouds over every eleven years these spots, so that it seems most likely that every eleven years certain magnetic conditions recur which have not occurred in the interval. If so, perhaps the magnetic excitement of 1859 will recur, and it may be in much greater force, next year-in 1870. And if it does, how are we to say what may or may not recur with it?

Even now one such epoch of magnetic storm seems to be thought pretty near at hand. The sun has been lately exhibiting the most surprising forms of disturbance, and presenting to scientific eyes less "fixity" of essence than ever. Spots so vast that we must estimate their dimensions by millions of square miles have broken out from time to time, and have presented rapid changes of figure, indicating the action of forces of inconceivable intensity. Clusters of smaller spots, extending over yet vaster areas, have exhibited every form of disturbance known to the solar physicist, and every degree of light, from the apparent blackness (in reality only relative) of the nuclei, to the intense brilliancy of the faculous ridges. And we now know that these appearances are not merely matters for the curious, with which, as they happen at a distance of above ninety millions miles, practical men need not concern

## French Reform.

We believe there is a course open to the Emperor which he has attentively studied. and which, if overpressed, he may at last attempt to pursue-and that is, to try whether in France a free legislature and a free executive cannot co-exist. They coexisted across the Atlantic for nearly a hundred years. In January, 1866, Napoleon stated in his speech from the throne that the true analogue for the Constitution of France was the Constitution of the United States, and several of his utterances at different times indicate that the peculiar position of an American President, so irresponsible within his sphere, seems to him much less powerless and pitiable than that of a constitutional monarch in the English sense. Up to 1860 a free Executive did get along in America with a free Legislature, and the Emperor, who at heart believes that a free Chamber is sure sooner or later to make itself contemptible, might not be disinclined, wanting any other road of escape, to try that experiment-to grant, that is, all that the Legislature demands for itself, yet refuse ministerial responsibility. Suppose, for example, that he withdrew, honestly withdrew, from all control of elections, restored the right of proposing measures to the members, retaining only his veto, and allowed the Chamber to select its own officers. he would retain, in the face of a free Legislature, a vast body of power. He would be compelled, no doubt, to execute the laws; but he executes them now, and no new law can be passed except with his consent. He would retain the control of the vast machine, the French bureaucracy, with its all but limitless influence, would have a direct hold upon the Chamber through his patronage and his party, and would be quite as much master of the foreign policy of France as he is now. It is easy to say a free Chamber could restrain that policy, but funds for a war once declared are never refused, can never be refused, except under penalty of invasion; and the American House of Representatives has never yet exercised any stringent control over the policy of the country. The position would be a very great one, and the Emperor's power, though much more limited than at present, would still within its limits be real and unfettered, while there would be none of the untruthfulness which Napoleon is accustomed ascribe to constitutional monarchy. It is in this direction that Napoleon, if convinced that he must surrender personal government, and if finally decided against war, and if resolved on any resolution at all, will, we believe, endeavor to move; and it will be curious to observe whether this kind of freedom will content his people. We suspect it will not; that they will pronounce it illogical, as indeed it is; and that the members will not surrender their highest ambition, that of becoming ministers. Occasions of collision will be sought instead of avoided; the Republican party will proclaim itself in the Chamber; and the often repeated, inexorable situation of France, an internecine quarrel between the Parliament and the person, will once more be reproduced. Still, every course now open to him involves a choice of evils, and this one is of all the one which will seem to the Emperor

No. 2 COENTIFS SLIP, New York. No. 18 SOUTH WHARVES, Philadelphia. No. 45 W. PRATT Street, Baltimore. We are prepared to ship every description of Freight to Philadelphia, New York, Wilmington, and intermediate beints with promptness and despatch. Canal Boats and	1	CASTON & MCMAHON,
No. 45 W. PRATT Street, Baltimers, No. 45 W. PRATT Street, Baltimers, We are propared to ship every description of Freight to Philadelphia, New York, Wilmington, and intermediate boints with promptness and despatch. Canal Boats and		SIMPPING AND COMMISSION MERCHANTS,
points with promptness and despatch. Canal Boats and	١	No. 18 SOUTH WHARVES, Philadelphia.
		counts with promptness and desputch. Canal Boats and

himself the least humiliating. - The London

## MORNY'S TASTELESS Fruit Preserving Powder,

Is warranted to keep Strawberries superior to any known process, as well as other fruit, without being air-tight, Price, 50 cents a package. Sold by the grocers. ZANE, NORNY & CO., Proprietors. No. 136 North SECOND St., Philada. HOUSE-WARMING WITH STEAM.

We are prepared to warm Dwellings and Buildings of all classes with our Patent improved LOW STEAM APPARATUS, Which, for efficiency and economy, rivals all similar methods. No. 45 North BROAD Street.

DR. KINKELIN CAN BE CONSULTED ON all diseases of a certain specialty. Office hours, Ste No. 33 S. ELEVENTH Street.

RAILROAD LINES. PHILADELPHIA, GERMANTOWN, NORRISTOWN RAILROAD.

On and after MONDAY, May 3, 1869.
FOR GERMANTOWN.
Leave Philadelphia at 6, 7, 8, 9-05, 10, 11, 12 A. M., 2, 3, 4, 3, 4, 4, 4, 55, 5, 6, 5, 6, 6, 6, 7, 8, 9, 10, 11, 12

 M.
 Leave Germantown at 6, 7, 734, 8, 8:20, 9, 10, 11, 12
 A. M., 1, 2, 3, 4, 4%, 5, 5%, 6, 6%, 7, 8, 9, 10, 11 P. M.
 The 8 20 down train and 3% and 5% up trains will not stop on the Germantown Branch.
ON SUNDAYS.
Leave Philadelphia at 9:15 A. M., 2, 4:95, 7, and

Leave Germantown at 8:15 A. M., 1, 3, 6, and 9% CHESNUT HILL RAILROAD.

Leave Philadelphia at 6, 8, 10, 12 A. M., 2, 3%, 5%, 7, 9, and 11 P. M.
Leave Chesnut Hui at 7:10, 8, 9:40, 11:40 A. M.,

140,340, 540, 640, 840, and 1040 P. M.
ON SUNDAYS.
Leave Philadelphia at 915 A. M., 2 and 7 P. M.
Leave Chesnut Hill at 7:50 A. M., 1240, 540, and P'25 P. M. FOR CONSHOHOCKEN AND NORRISTOWN. Leave Philadelphia at 6, 75% 9, and 11 05 A. M., 136, 3, 48, 5, 56, 654, 8 05, 10 05, and 11 5 P. M. Leave Norristown at 5 40, 6 5, 7, 78, 9, and 11 A. M., 18, 3, 48, 6 54, 8, and 98 P. M. The 7% A. M. train from Norristown will not stop at Mogeo's, Potts' Landing, Domino, or Schur's landing, Domino, or Schur's landing.

The 5 P. M. train from Philadelphia will stop only at School lane, Manayunk, and Conshohooken.
ON SUNDAYS
Leave Philadelphia at 9 A. M., 2%, 4, and 7%

P. M.
Leave Norristown at 7 A. M., 1, 5%, and 9 P. M.
FOR MANAYUNK.
Leave Philadelphia at 6, 7%, 9, and 11.05 A. M.,
136, 3, 4%, 5, 6%, 6%, 805, 10.05, and 11% P. M.
Leave Manayunk at 610, 7, 7%, 810, 9%, and 11%
A. M., 2, 3%, 5, 6%, 830, and 10 P. M.
The 5 P. M. train from Philadelphia will stop
only at School lane and Manayunk.
ON SUNDAYS.

ON SUNDAYS.
Leave Philadelphia at 9 A. M., 256, 4, and 756 P. M.
Leave Manayunk at 756 A. M., 156, 6, and 956 W. S. WILSON, General Superintendent, Depot, NINTH and GREEN Streets.

DHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD,—TIME TABLE—Communencing MONDAY, May 10, 1869.—Trains will leave Dopet corner Broad street and Washington aveaue as follows:—Way Mail Train at 8 30 A. M. (Sundays excepted),

for Baltimore, stopping at all regular stations. Connecting with Delawara Railroad at Wilmington for Crisfield and Intermediate stations Express Train at 12 M. (Sundays excepted), for Baltimore and Washington, stopping at Wilming-ton, Perryville, and Hayre-de-Grace. Connects at Wilmington with train for New Castle.

Wilmington with train for New Castle.

Express Train at 4-09 P. M. (Sundays excepted),
for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington,
Newport, Stanton, Newark, Elston, North East,
Charlestown, Ferryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's,
and Stommer's Run.

and Stommer's Run.
Night Express at 11:30 P. M. (dally), for Baltimore and Washington, stopping at Ghester, Thur-low, Linwood, Claymont, Wilmington, Newark, Eikton, North-East, Perryville, Havre-de-Grace, Perryman's, and Magnolia.

Passengers for Fortress Monroe and Norfolk will take the 12-00 M. train.

WILMINGTON TRAINS.

Stopping at all stations between Philadelphia

and Wilmington.
Leave Phindelphia at 11:00 A. M., 2:30, 5:00, and 7:00 P. M. The 5:00 P M. Train connects with Detaware Railroad for Harrington and interme-

Leave Wilmington 6 39 and 8:10 A. M., 1:30, 4 15. and 700 P. M. The Sid a. M. Train will not stop between Chester and Philadelphia. The 7 P. M. Train from Wilmington runs daily; all other Accommodation Trains Sundays excepted.
From Baltimore to Philadelphia.—Leave Baltiore 7.25 A.M., Way Mali, 9.35 A.M., Express; 35 P.M., Express; 7.25 P.M., Express. SUNDAY TRAIN FROM BALTIMORE.

Leaves Baltimore at 7 20 P. M., stopping at Mag-nolia, Perryman's, Aberdeen, Havre-de-Grace, Perryville, Charlestown, North-East, Eikton, Newark, Stanton, Newport, Wilmington, Clay-mont, Linwood, and Chester.

PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD TRAINS. TRAL RAILROAD TRAINS.

Stopping at all stations on Chester Creek and Philadelphia and Baltimore Central Railroad.

Leave Philadelphia for Port Deposit (Sundays excepted) at 700 A. M., and 4 35 P. M. Leave Philadelphia for Chadd's Ford at 7:00 P. M.

The 7:00 A. M. Train will stop at all stations between Philadelphia and Lamokin.

tween Philadelphia and Lamokin.

A Freight Train, with Passenger Car attached, will leave Philadelphia daily (except Sundays) at 130 P. M., running to Oxford.

Leave Port Depesit for Philadelphia (Sundays excepted) at 540 A. M., 925 A. M., and 230 P. M. Leave Chadd's Ford for Philadelphia at 615 A. M. A Sunday Train will leave Philadelphia at 800 A Sunday Train will leave Philadelphia at 8:00 A. M. for West Grove and intermediate stations, Returning, will leave West Grove at 4:30 P. M. Trains feaving Wilmington at 6 30 A.M. and 4 16 P.M. will connect at Lamokin Junction with the 7:00 A.M. and 4:30 P.M. trains for Baltimore Central Pailtred tral Railroad.

tral Railroad.

Through tickets to all points West, South, and Southwest may be procured at Ticket Office, No. 828 Chesnut street, under Continental Hotel, where also State Rooms and Berths in Sleeping Cars can be secured during the day. Persons pur-chasing tickets at this office can have baggage checked at their residence by the Union Transfer Company. H. F. KENNEY, Superintendent

FOR CAPE MAY, VIA WEST JERSEY KALL ROAD.
COMMENCING THURSDAY, JULY 1, 1869.
Leave Philadelphia, foot of Market street, as fol-

ows:— 9-90 A. M., Cape May Express, due 12-25. 3-15 P. M., Cape May Passenger, due 7-15. 4-90 P. M., Fast Express (commencing on Saturday, July 3), due 6.55 P. M. Sunday Mail Train leaves at 7.15 A. M., due 10.45. Cape May Freight leaves Camden daily at 9 20

A.M.

RETURNING, TRAINS LEAVE CAPE MAY,
6 30 A. M., Morning Mail, due 10 06 A. M.,
9 00 A. M., Fast Express (commencing on Monday, July 5), due 12 07.
6 00 P. M., Passebger, due 8 22 P. M.,
Sunday Mail Train leaves Cape May at 5 10 P. M.,
Cape May Freight Train leaves daily at 6 40 A. M.,
TICKETS. Annual Tickets, \$100; Quarterly Tickets, \$50; be had only of the Treasurer, at Camden. 20 C

pon Tickets, \$40; 10 Coupons, \$25. Excursion Tickets, \$5, for sale at the ticket offices, No. 328 Chesnut street, foot of Market street, also at Camden and Cape May.

For Miliville, Vineland, Bridgeton, Salem, and intermediate stations, leave Philadelphia at 8:00 A. M., mail, and 3:30 P. M., passenger.

An accommodation train for Woodbury, Mantua, Barnsboro, and Glassboro leaves Philadelphia daily at 6:00 P. M. Returning, leaves Classboro at

daily at 6 00 P. M. Returning, leaves Glassboro at Commutation books of 100 checks each, at reduced rates, between Philadelphia and all sta-

For Cape May, Milivilie, Vineland, etc., etc., For Bridgeton, Salem, and way stations, 12:00 Freight received at first covered wharf below Walnut street.
Freight delivery, No. 228 S. Delaware avenue.
71 WM. J. SEWELL, Sup't W. J. R. R.

SHORTEST ROUTE TO THE SEA SHORE.

CANDEN AND ATLANTIC RAILROAD SUMMER ARRANGEMENT.
THROUGH TO ATLANTIC CITY IN 1% HOURS. TAKES EFFECT JULY 1, 1869,

Ш	Through trains leave Vine Street Ferry as lor-
u	lowe>→
Н	Special Excursion 6.15]A. M.
	Mail
	Freight (Willi passenger car)
	Express, through in the hours
	Atlantic Accommodation
	LEAVE ARTOURY.
	Atlantic Accommodation
	Express, through in the hours
	Prelight (With this service cur)
	Mull
	ENDUCTIES EXCIDENTOR
	An extra Express train (through the 122 Rolling)
	Will leave Vine Street Forry every Saturday by # 10
	P. M.; returning, leave Atlantic City on Monday at
	9.40 A. M.
	Local trains leave Vine street:-
١	Aten Accommodation
	Haddentiald do
	Hammonton do
	Returbies Looms
	Atco.
	Madamanaa
	Hummonton
ĸ.	SUNDAY MAIL TRAIN
	Language Line of the column and the
ė	
f,	Pure to Addington City at Found the Links
	good for the day and trille on which they are as-
	Euch, &3.
	Additional brakes affices have been located in the

RAILROAD LINES.

1869, FOR NEW YORK, THE CAMDEN AND TRENTON RAILROAD COMPANIES LINES FROM PHILADELPHIA TO NEW YORK, AND WAY PLACES.

YORK, AND WAY PLACES,
FROM WALNUT STREET WHARF.

At 6:30 A. M., via Chanden and Amboy Accom. \$2:25
At 8 A. M., via Cam, and Jersey City Ex. Mail 3 00
At 2 P. M., via Cam, and Jersey City Ex. Mail 3 00
At 6 P. M., for Amboy and intermediate stations.
At 6:30 and 8 A. M. ard 2 P. M., for Freehold.
At 8 A. M. and 2 P. M. for Long Branch and
points on H. and D. B. E. R.
At 8 and 16 A. M., 12 M., \$2:30 and 4:30 P. M., for
Trenton. Trepton.
At 6:30, 8, and 10 A. M., 12 M., 2, 3:30, 4:30, 6, 7, and 11:20 P. M. for Bordentown, Florence, Burlington,

Beverly, and Delando.

At 6:30 and 10 A. M., 12 M., 3:90, 4:30, 6, 7, and 11:30 P. M. for Edgewater, Riverside, Riverton, Palmyra, and Fish House, and 2 P. M. for Riverton. The 11:30 P. M. line leaves Market Street Ferry (upper side). PROM KENSINGTON DEPOT.

At 11 A. M., via Kensington Derov.

New York Express Line. Fars, \$3.

At 730 and 11 A. M., 230, 330, and 5 P. M. for Prenton and Bristol, and at 19 18 A. M., and 6 P. M. At 7:30 and 11 A. M., 2:30 and 5 P. M. for Morris-At 7:30 and 11 A. M., 2:30 and 5 P. M. for Morrisville and Tollytown.

At 5:30 and 10:15 A. M., and 2:30, 5, and 6 P. M. for Schenek? and Eddington.

At 7:30 and 10:15 A. M., 2:33, 4, 5, and 6 P. M. for Cornwell?s. Torresdale, Holmesburg, Tacony, Wissine ming. Bridesburg, and Frankford, and at 8 P. M. for Holmesburg and intermediate stations.

FROM WEST FHILADELPHIA DEPOT, Via Connecting Railway.

At 9:30 A. M., 1:20, 4, 6:45, and 12 P. M. New York Express Unes, via Jersey City. Fare, 83:25, At 11:30 P. M., Emigrart Line. Fare, \$2.

At 9:30 A. M., 1:20, 4, 6:45, and 12 P. M. for Trenton.

At 9:30 A. M., 4, 6:45, and 12 P. M. for Bristol. At 12 F. M. (Night), for Morrisville, Tullytown, Schenck's, Eddington, Cornwell's, Torrosdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford,

The 9-30 A. M., 6-45 and 12 F. M. Lines will run daily, All others, Sundays excepted,

BELVIDERE DELAWARE RAILROAD LINES.

PROM RENSINGTON DEPOT.

At 7-30 A. M. for Niagara Falls, Buffalo, Dunkirk, Elmira, Itheca, Owego, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Schooley's Mountain, etc.

At 7-30 A. M. and 3-30 P. M. for Scranton, Stroudsburg, Water Gap, Belvidere, Easton, Lambertville, Flemington, etc. The 3-30 P. M. Line connects direct with the train leaving Easton for Manch Chunk, Allentown, Bethlehem, etc.

At 11 A. M. and 5 P. M. for Lambertville and in-At 11 A. M. and & P. M. for Lambertville and inermediate stations. CAMDEN AND BURLINGTON COUNTY AND

PENBERTON AND HIGHTSTOWN RAILROADS.
FROM MARKET STREET PERRY (UPPER RIDE).
At 7 and 10 A. M., 1, 248, 340, 5, and 640 P. M. for
Merchantville, Moorestown, Hartford, Masonville,
Hainesport, Mount Holly, Smithville, Ewanaville,
Vincentown, Birmingham, and Femberton.
At 10 A. M., for Lewistown, Wrightstown, Cookstown, New Egypt, and Hornerstown.
At 7 A. M., 1 and 320 P. M. for Lewistown,
Wrightstown, Cookstown, New Egypt, Hornerstown, Cream Ridge, Imiaystown, Sharon, and
Hightstown, MBERTON AND HIGHTSTOWN RAIL

town, Cream Mage, Hightstown. WILLIAM H. GATZMER, Agent. DENNSYLVANIA CENTRAL RAILEGAD.

SUMMER TIME. The trains of the Fennsylvania Central Railroad leave the Lepot, at 'HIRTY-TRST and MAR-KET Streets, which is reached directly by the Marerstreet cars, the last car connecting with each niputes before its departure. The Chesnut and Valuat streets cars run within one square of the Sleeping-our Tickets can be had on application

at the Ticket Office, N. W. corner Ninth and Chos-nut street, and at the Depot. Agents of the Union Transfer Company will call er and deliver bangare at the depot. Orders left it No. 901 Chesnut street, or No. 115 Market street, Mail Train

Philacelphia Express, 12 night.

Eric Mail leaves daily, except Sunday, running on Saturday night to Williamsport only. On Sun-day night passengers will leave Philadelphia at 12 Philadelphia Express leaves daily. All other trains daily, except Sanday.

The Western Accommodation Train runs daily.

except Sunday. For this train tickets ed as d baggage delivered, by a P. M., at No. 116 Market street. TRAINS ARRIVE AT DEPOP, VIZ .: -

Cincipnati Express . 3:10 A. M.
Philadelphia Express . 6:50 A. M.
Paois Accommodat'n, 8:20 A. M., 3:40 and 6:20 P. M.
Evic Mail . 9:35 A. M. | Paoi Accommodatin, 8-29 A. M., 3-49 and 6-29 F. M. | Frie Mail | 9-35 A. M. |
Fast Line	9-35 A. M.
Parkesburg Train	9-10 A. M.
Lancaster Train	12-30 P. M.
Erie Express	4-29 P. M.
Day Express	4-29 P. M.
Southern Express	6-40 P. M.
Harrisburg Accommodation	9-40 P. M.
For further information, apply to	

FRANCIS FUNK, Ticket Agent,
No. 116 MARKET Street.
SAMUEL H. WALLACE,
Ticket Agent at the Danot

Ticket Agent at the Pepot.

The Pennsylvania hailroad Company will not assume any risk fer Baggage, except for Wearing Apparel, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract.

FDWARO H. WILLIAMS,

429 General Superintendent, Altoona, Pa.

WEST CHESTER AND PHILADELPHIA
RAILROAD.—SUMMER ARRANGEMENT.—
On and after MONDAY, April 12, 1869, Trains will
leave as follows:—
Leave Philadelphia from New Depot, THIRTY.
FIRST and CHESNUT Streets, 7:26 A. M., 0:30 A.
M., 2:30 P. M., 4:15 P. M., 4:25 P. M., 7:15 and 11:30
P. M.

P. M.
Leave West Chester from Depot, on East Mar.
ket street, at 6.25 A. M., 7.25 A. M., 7.40 A. M., 10.10
A. M., 1.55 P. M., 4.50 P. M., and 6.45 P.M.
Leave Philadelphia for B. C. Junction and intermediate points at 12.50 P. M. and 5.45 P. M.
Leave B. C. Junction for Philadelphia at 5.50 A. M.

and 145 P. M.

Trains leaving West Chester at 7:40 A. M. will stop at B. C. Junction, Lonni, Glen Riddle, and Media; leaving Philadelphia at 4:35 P. M. will stop at B. C. Junction and Media only. Passengers to or from stations between West Chester and B. C. Junction going East will take train leaving West Chester at 7:25 A. M., and car will be attached to Express Train at B. C. Junction, and going West passengers for stations above Media will take train leaving Philadelphia at 4:35 P. M., and car will be attached to Local train at Media.

The Depot in Philadelphia is reached directly by the Chesnut and Walnut street cars. Those of the Market street line run within one square. The

the Market street line run within one square. The ears of both lines connect with each train upon its ON SUNDAYS. Leave Philadelphia for West Chester at 8.00 A. M. and 2.30 P. M.

Leave Philadelphia for B. C. Junction at 7-15 Leave West Chester for Philadelphia at 7:45 A. Leave B. C. Junction for Philadelphia at 6-98
A. M. WILLIAM C. WHEELER,
4 185 General Superintendent.

PHILADELPHIA AND ERIE RAILROAD,— SUMMER TIME TABLE.—THROUGH AND DIRECT ROUTE BETWEEN PHILADELPHIA, BALTIMORE, HARRISBURG, WILLIAMSPORT, AND THE GREAT OIL REGION OF PENNSYL

Elegant Sleeping Cars on all Night Trains. On and after MONDAY, April 23, 1869, the trains on the Philadelphia and Eric Ratiroad will run as

MAIL TRAIN leaves Philadelphia. Williamsport # Williamsport 930 P. M.
ERIE EXPRESS leaves Philadelphia 1100 A.M.
" Williamsport 850 P. M.
arrives at Erie . 1000 A.M.
ELMIRA MAIL leaves Philadelphia 800 A.M.
Williamsport 630 P. M. Williamsport . 6-30 P. M. arrives at Lockhaven . 7-45 P. M. BASTWARD.

Baggage ebecked through.
ALFRED L. TYLER,

READING RAILROAD GREAT TRUNK LINE OF PENNSYLVANIA A FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, THE SCHUYLKILL, SUS-QUEHANNA, CUMBERLAND, AND WYOMING VALLEYS,

NORTH, NORTHWEST, AND THE CANADAS, SUMMER ARRANGEMENT OF PASSENGER TRAINS, JULY 12, 1869. Leaving the Company's Depot at Thirteenth and Callowhill streets, Philadelphia, at the following

hours:- MORNING ACCOMMODATION. At 7-20 A. M. for Reading, and all intermediate stations, and Allentown. Returning, leaves Reading at 6-30 P. M.; arrives in Philadelphia at 9-15 P. M.

MORNING EXPRESS.

At \$45 A. M. for Reading, Lebanon, Harrisburg, Pottsville, Pinegrove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falla, Buffalo, Wilkesbarre, Pittston, York, Cariisle, Chambersburg, Hagerstown, etc. Hagerstown, etc.
The 7/30 A. M. train connects at READING with East Pennsylvania Rallroad trains for Allentown, etc., and the S'15 A. M. train connects with the Lebanon Valley train for Harrisburg, etc.; and POET CLINTON with Catawissa Rallroad trains for Williamsport, Lock Haven, Eimira, etc.; at HARRISBURG with Northern Central, Cumberland Valley, and Schoulfell and Schoulfell.

ey, and Schuylkill and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc. AFTERNOON EXPRESS.
Leaves Philadelphia at 3-30 P. M. for Reading,
Pottsville, Harrisburg, etc., connecting with Reading and Columbia Radroad trains for Columbia, etc.

ing and Columbia Rairoas trains for Columbia, etc.
POTTSTOWN ACCOMMODATION.
Leaves Pottstown at e-25 A. M., stopping at intermediate Stations; arrives in Philadelphia at 8-40 A. M. Returning, leaves Philadelphia at 4-20 P. M.; arrives in Pottstown at 6-40 P. M.
READING ACCOMMODATION,
Leaves Reading at 7-20 A. M., stopping at all way stations; arrives in Philadelphia at 10-15 A. M. Returning, leaves Philadelphia at 5-15 P. M.; arrives in Reading at 8 P. M., and connects with the market train for Pottsville.

Trains for Philadelphia leave Harrisburg at 8-10 A. M., and Pottsville at 2 A. M., arriving in Philadel-

Trains for Philadelphia leave Harrisburg at \$10 A. M., and Pottsville at 2 A. M., arriving in Philadelphia at 1 P. M. Afternoon trains leave Harrisburg at 2 P. M., and Pottsville at 245 P. M., arriving at Philadelphia at 645 P. M. Harrisburg Accommodation leaves Reading at 745 A. M., and Harrisburg at 440 P. M. Connecting at Reading with Afternoon Accommodation south at 630 P. M., arriving in Philadelphia at 945 P. M.

hiladelphia at 12:45, noon, for Pottsville and all way lations; leaves Pottsville at 5:40 A. M., connecting t Reading with accommodation train for Philadelois and all way stations.

All the above trains run daily, Sundays excepted. Sunday trains leave Pottaville at 8 A. M., and Philadelphia at 3:15 P. M. Leave Philadelphia for ading at 8 A. M.; returning from Reading at 425 P. M. CHRSTER VALLEY RAILROAD.

CHESTER VALLEY RAILROAD.

Passengers for Downingtown and intermediate points take the 7-30 A. M., 12-45, and 4-50 P. M. trains from Philadelphia. Returning from Downingtown at 6-10 A. M., 1-00 and 5-45 P. M.

PERKIOMEN RAILROAD.

Passengers for Skippack take 7-30 A. M., 4-20 and 5-15 P. M. trains for Philadelphia, returning from Skippack at 6-15 and 8-15 A. M. and 1-00 P. M. Stage lines for the various points in Perkiomen Valley

sappick at 6 to and 8 to A. M. and 1 to F. M. Stage lines for the various points in Perkiomen Valley connect with trains at Collegeville and Skippack.

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.

Leaves New York at D A. M. and D and S P. M., passing Heading at 195 A. M. and D and 10 to F. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad Express trains for Pittsburg. Chicago. Williamsoot. Eliming Batts.

Pittsburg, Chicago, Williamsport, Elmira, Balt Returning Express train leaves Harrisburg on

urival of Pennsylvania Express from Pittsburg at 150 and 1550 A. M. and 1050 P. M., passing Reading at 554 and 751 A. M. and 1250 P. M., and 1750 at 17 A. M. and 1250 P. M., and 17 P. M. Sleeping cars accompany these trains brough between Jersey City and Pittsburg without

change.

A Mail train for New York leaves Harrisburg at \$10 A. M. and 2.05 P. M. Mail Train for Harrisburg leaves New York at 12 M.

SCHUYLKILL VALLEY RAHLROAD.

Trains leave Pottsville at 6.30 and 11.30 A. M., and 6.40 P. M., returning from Tamaqua at 8.35 A. M., and 2.15 and 4.15 P. M.

SCHUYLKILL AND SUSQUEHANNA RAHLROAD.

Trains leave Auburn at 6.25 A. M. for Pinegrove and Harrisburg, and at 12.10 noon for Pinegrove and Tremont, returning from Harrisburg at 6.20 P. M. Tremont, returning from Harrisburg at 6:20 P. M.

and from Tremont at 6-45 A. M. and 7-40 P. M.
TICKETS.
Through first-class tickets and emigrant tickets to all the principal points in the North and West and Canadas, Excursion Tickets from Philadelphia to Reading and intermediate stations, good for one day only, are sold by Morning Accommodation Market Train, Reading and Pottstown Accommodation Trains, at

reduced rates.
Excursion Tickets to Philadelphia, good for on day only, are sold at Reading and Intermediate sta-tions by Reading and Potistown Accommodation Trains, at reduced rates. The following tickets are obtainable only at the office of S. Bradford, Treasurer, No. 227 S. Fourth street, Physical Physics of G. A. Nicolis, General

Superintendent, COMMUTATION TICKETS. COMMUTATION TICKETS.
At 25 per cent, discount, between any points desired, for families and firms.
MILEAGE TICKETS.
Good for 2000 miles, between all points, at \$52-50

each, for families and firms. SEASON TICKETS.
For three, six, nine, or twelve months, for holders

only, to all points, at reduced rates.

CLERGYMEN

Residing on the line of the road will be furnished with cards entitling themselves and wives to tickets

at half fare. EXCURSION TICKETS
From Philadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced fares, to be had only at the Ticket Office, at Thirteenth and

Callowhill streets. FREIGHT. Goods of all descriptions forwarded to all the above points from the Company's new freight depot, Broad

and Willow streets, MAILS MAILS
Close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and for the principal stations only at 2-15 P. M.
FREIGHT TRAINS
Leave Philadelphia daily at 4-25 A. M., 12-45 noon, 5 and 7-15 P. M., for Reading, Lebanon, Harrisburg, Destroits Post Clinton, and all points beyond.

Pottsville, Port Clinton, and all points beyond, BAGGAGE, Dungan's Express will collect baggage for all trains

eaving Philadelphia Depot. Orders can be left at No. 925 S. Fourth street, or at the Depot, Thirteenth

NORTH PENNSYLVANIA RAILROAD.—
FOR BETHLEHEM, DOYLESTOWN,
MAUCH CHUNK, EASTON, WILLIAMSPORT,
WILKESBARRE, MAHANOY CITY, MOUNT
CARMEL, PITTSTON, TUNKHANNOCK, AND CARMEL, P. SCRANTON.

SUMMER ARRANGEMENTS. Passenger Trains leave the Depot, corner of BFRKS and AMERICAN Streets, daily (Sundays excepted), as follows:

At 7:45 A.M. (Express) for Bethlehem, Allentown, Mauch Chunk, Hazleton, Williamsport, Wilkesbarre, Mahanoy City, Pittston, and Tunk-barnock

hannock, At 9-45 A. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and New Jersey Central and Morris and Essex Railroads. At 145 P. M. (Express) for Bethlehem, Easton, flauch Chunk, Wilkesbarre, Pittston, Scranton, and Hazleton.
At 5:00 P M. for Bethlehem, Easton, Allentown, and Mauch Chunk.
For Doylestown at 8:45 A.M., 2:45 and 4:1 P. M.

For Fort Washington at 6:45 and 10:45 A. M., and For Fort Washington at 1.15, 3.15, 5.20, and 8 P. M. For Abington at 1.15, 3.15, 5.20, and 8 P. M. For Lansdale at 6.20 P. M. Fifth and Sixth Streets, Second and Third Streets, and Union City Passenger Railways run to

TRAINS ARRIVE IN PHILADELPHIA From Bethlehem at 9:00 A. BL., 2:10, 4:45, and 8:25 From Doylestown at 8-25 A. M., 4-55 and 7-05 P. M. From Fort Washington at 9-20, 10-35 A. M., and From Abington at 2.35, 4.35, 6.45, and 9.35 P. M.

ON SUNDAYS. ON SUNDAYS.

Philadelphia for Bethlehem at 9-30 A. M.
Philadelphia for Deviestown at 2 P. M.
For Abington at 7 P. M.
Doylestown for Philadelphia at 6-30 A. M.
Bethlehem for Philadelphia at 4 P. M.
Abington for Philadelphia at 8 P. M.
Tickets sold and Baggage checked through at
Mann's North Pennsylvania Baggage Express
Office, No. 105 S. FIFTH Street.

ELLIS CLARK, Agent.

THE ADAMS EXPRESS COMPANY, OFFICE
No. 230 CHESNUT Street, forwards Parcels, Packages, Merchandise, Bank Notes, and Specie, either by its own lines or in connection with other Express Companies, to all the principal towns and cities in the United States.
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AUD FION BALES.

M. THOMAS & SONS, NOS. 139 AND 141

Assignces' Sale—Estate of Erombey Wharton Illius.

PIXTURES OF AN ALCOHOL DISTILLERY AND RECTIFYING ESTABLISHMENT.

July 31, at 11 o'clock, at No. 225 N. Third street, will be sold, at public sale, by order of William Vodges, assigned in bankruptey, the fixtures of an alcohol distillery and rectifying establishment, all in good order, consisting of one French column still of 420 gallons, with all the appurtenances, in working order; 5 receiving stands and copper fixtures compiste; 1 syrup kettle; 25 rectifying tube; 2 citierus.

1 stove and scuittle, 3 old chairs, 1 old desk.

Also, longblod of premises, which expires August 12, 1570. Rent, 2100 per annum—coundered worth \$3200.

Table 12.

MARTIN BROTHERS, AUCTIONEERS,— No. 529 CHESNUT Street, rear entrance from Minor.

Sale at No. 1225 Contenuirent,
HANDSOME WALKUT PARLOR AND CHAMBER
FUBNITURE, Superior Dining-room Furniture, Riegent Rosewood 7-cetave Pinne-forte, Haufasne Brusseis and Imperial Carpets, Fine Brussels Hall and
Stair Carpets, Fine Hair Mattresses, Kitchen Utensils, etc. sils, etc.
On Thursday Morning.
August 5, at 16 o'clock, at No. 1835 Coates street, by cataegue, the entire household furniture, etc. [7.35 5t] BUNTING, DURBOROW & CO., AUCTION-EERS, New 222 and 231 MARKET Street, corner of Eark street. Successors to John B. Myers & Co.

IMPORTANT OPENING FALL SALE OF 2300 CASES BOOTS, SHOES, TRAVELLING BAGS, ETC. On Tuesday Morning, August 3, at 10 o'clock, on four months' oredit. 17 28 56

FIRST LARGE FALL SALE OF BRITISH, FRENCH, GERMAN, AND DOMESTIC DRY GOODS, On Thursday Morning, August 5, at 10 o'clock, on four mouths' credit. 7 30 54 THOMAS BIRCH & SON, AUCTIONEERS
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